Southern Pacific Bulletin

January 1982

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COVER

At Watson Pump Station, Southern Pacific Pipe Lines' facility near Los Angeles, Lead Operator Tim Saucedo stands among rows of turquoise-colored manifold valves and opens one to permit fuel to enter the SPPL system from a nearby refinery. The fuel collects in one of Watson's 11 tanks, to be tested before being pumped out within a few hours. During a typical eight-hour shift, 3.3 million gallons leave Watson via its pipelines. A story on Watson Pump Station appears on page 7.

ROBERT B. HOPPE
Editor

NATALIA ALLEN
Assistant Editor

EDITORIAL OFFICE
Southern Pacific Building • One Market Plaza
San Francisco, CA 94105 • (415) 541-1656

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News Notes

SPCC's Satellite Network To Start Orbiting in 1984

Two important agreements for SP Communication Company's planned satellite system were completed in December.

A contract, valued at more than $100 million, was signed with RCA Astro-Electronics for the construction of three satellites to be used in SPCC's Spacenet communications network. The contract also includes a satellite operational control center and a telemetry, tracking and control station.

Two of the satellites, which will be used for voice, video or data transmission, will be launched in 1984 by Arianespace, a French company, from its launch facilities near the equator in French Guiana. The $50 million contract covers two launchings: the Spacenet I satellite is scheduled to go up in February, 1984; Spacenet II in October. The third satellite will be used as a ground spare. ☐

Coal Trains Travel SP's Northern Route

Southern Pacific has delivered the first two unit trains carrying coal destined for Japan to the Port of Stockton in Northern California. Each train, hauling about 8,000 tons of Colorado coal, originated on the Denver & Rio Grande Western Railroad and moved onto SP lines at Ogden. The coal was shipped to Japanese cement plants. SP expects a significant amount of U.S. coal export traffic will move through Northern California transshipment facilities in the coming years. ☐

Land Bids Rejected

SP rejected all bids on its 115,000 acres of timber land in California's Northern Sierra Nevada mountains which it offered for sale last July. Because of the temporarily depressed timber and lumber market, the bids did not represent realistic values for the timber and real property. ☐

Award for Innovation

The *Glasshopper*—the fiberglass hopper car introduced last year by Southern Pacific and its joint-venture partners, Cargill, Inc. and ACF Industries—has earned a first place award from *Materials Engineering* magazine for its innovative use of materials in a new product. The fiberglass hopper car with its car body shell made of filament wound, fiberglass reinforced polyester offers greater fuel efficiency, additional cargo capacity and lower maintenance over the conventional steel hopper. ☐

SP and FCP Announce Reduced Perishable Rate

SP and Ferrocarril del Pacifico (FCP) have established an innovative program to encourage movement of fresh fruits and vegetables from Mexico's West Coast to the United States and Canada. The new concept reduces the carload rate and offers a free stop at Nogales, Ariz., for inspection and resorting, as well as one free diversion in the U.S. before the car reaches its final destination.

The program is offered in connection with the use of Pacific Fruit Express cars which are being made available at loading points in Mexico. PFE's refrigerated cars have more than 4,000 cubic feet of load space.

The new rates are guaranteed through the current growing and harvest season until April 16. ☐

Price Waterhouse Chosen Independent Accountants

Southern Pacific Company announced its selection of Price Waterhouse & Company as independent accountants for SP and its subsidiary companies beginning in 1982. The appointment of Price Waterhouse is subject to ratification by Southern Pacific shareholders at the May 20, 1982, annual meeting. SP's former independent accountants were Deloitte Haskins & Sells. ☐

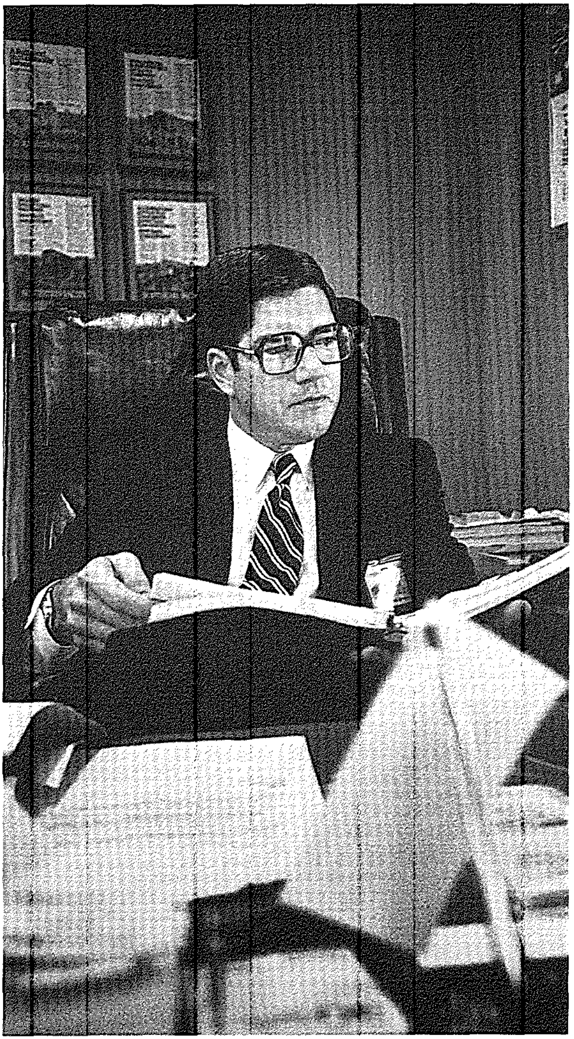


Photo: Mike Blumensaadt

Q&A

Rob Krebs discusses the challenges facing Southern Pacific, its operating environment, and the strategies and objectives his department has set for the 80s.

Q. *Would you explain the Operating Department's role?*

A. If you think of the railroad as a manufacturing company, Southern Pacific's product is rail transportation. It's the Operating Department's job—and the thousands of people who work in the department—to run and maintain the "assembly line." Most businesses have their assembly lines under one roof, but SP's stretches over almost 14,000 miles. There's no way we can walk inside one building and inspect or monitor our entire assembly line—so we have to depend on every individual in the Operating Department to be responsible for their work and do the best job possible.

Q. *The assembly line needs support. What other functions come under your department?*

A. The department has four main functions: transportation, maintenance of way, maintenance of equipment and intermodal operations. Transportation would be equivalent to running the assembly line; maintenance of way maintains the physical plant, primarily the track; and maintenance of equipment

> ***"In many cases, we know that more efficient operations mean everyone's got to work a little harder. But in the long run, it's the only answer. If SP is to remain a viable part of the railroad industry, we have to get our costs in line. It's a painful process, but it's absolutely essential."***

handles the upkeep and repairs of hundreds of millions of dollars worth of equipment. Intermodal operations, which runs all loading/unloading points for our piggyback business, became part of the department in 1980.

Q. *Do you have goals in each of these areas?*

A. There are three things, generally, that we're trying to do: improve service, increase efficiency, and promote safety.

Q. *Let's start with service. How do you determine if it's good?*

A. We measure our performance using a sophisticated system that is based on both dock-to-dock transit times and reliability. Our 1981 goal was to have 82 percent of our freight cars delivered within the established transit times, and we did it. That represents about a 20 percent improvement over 1980. The long range goal is to achieve 90 percent reliability by 1985, and we are right on schedule. We are providing some of the best service in the industry now, and everyone in the department can be proud of our accomplishments.

Q. *What about efficiency?*

A. We're trying to reduce transportation costs so that our rates can be competitive. Good service, alone, isn't enough. The price we charge our customers also has to be attractive, and we therefore need to streamline our operations. To evaluate our performance we measure each division's cost in relation to the gross ton miles it handles. We've had a goal to improve efficiency by just a couple percent a year. This may not sound like much in the way of savings, but when we're dealing with train and engine crew costs, for instance, of about $400 million a year, several percent yearly really adds up. We are presently meeting our goals in this area, too.

Q. *How do you trim costs and improve efficiency?*

A. We do it by operating the railroad smarter: more efficient gathering and distribution services, more run-through connections involving less car handling, better balancing of crews, and, in some cases, longer trains. We may also change service in some areas but only if we continue to satisfy our shippers' service requirements.

In many cases, we know that more efficient operations means everyone's got to work a little harder. But, in the long run, it's the only answer. If SP is to remain a viable part of the railroad industry, we have to get our costs in line. It's a painful process, but it's absolutely essential. A large part of the credit for the improvements we've made—both in service and efficiency—is due to our employees. They make the difference—they're very important.

Q. *Safety is important in any business. What particular areas are you concerned about?*

A. There are three: train accidents, employee injuries, and freight loss and damage.

Reducing train accidents requires a long-term effort in better training of employees and in getting our plant and equipment in better shape. I know we have made progress the last several years, especially considering the recessions we've been in and out of.

Photo: Mike Blumensaadt

Our efforts to reduce employee injuries are paying off. For instance, in Transportation, we've seen more than a 40 percent reduction in lost day injuries, resulting in about 10,000 fewer lost days during the first 11 months of 1981 versus 1980.

Freight loss and damage claims have decreased by more than 30 percent. It wasn't too long ago that we were paying out approximately $1.20 in claims for every $100 of revenue. We've reduced that to about 90 cents in 1981. That amounts to a $9 million a year savings.

Our achievements in these areas benefit everyone. Not only do we have a safer place to work and happier customers, but we make more funds available for employee wages, rail plant improvements, and equipment for our customers.

Q. *Speaking of plant, how much track work was accomplished last year?*

A. We had a goal to put in two million ties in 1981, in addition to about 900,000 that were installed on our recently acquired Kansas City Division. We installed about 1.5 million when the downturn in the economy forced us to curtail our work in September. Obviously, the amount of maintenance we can do is greatly influenced by our revenues, and revenues in turn are affected by the economy. As we've seen for the last year or two, the economy—and our revenues—have been topsy-turvy. We really were geared up prior to September. In July and August, MofW forces put in over 200,000 ties each month. That's phenomenal. Even though we didn't install all the ties and rail we wanted in 1981, MofW eliminated 500 miles of slow orders which equates to 300 minutes in reduced running time over our major routes. We have equally ambitious plans for 1982, but we have to see what will happen to the economy and our business.

Q. *How do we get the most out of our maintenance dollars?*

A. Again, it's a matter of efficiency. A mile of new rail costs about $120,000 right now. A new tie is around $22. If we want to install two million new ties, that's $44 million—just for material. The cheaper our installation costs, the more ties and rail we can afford to buy.

Our 1982 budget calls for a 50-50 split between material and labor expenses. That's as efficient as any railroad in the country, and it means we will be getting more out of our maintenance dollars than in the past.

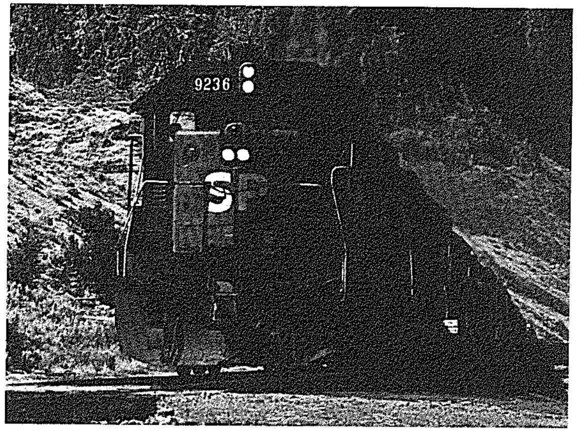


Photo: Dick Dorn

Q. *What about our locomotive fleet?*

A. We have spent literally hundreds of millions of dollars over the last three or four years on our locomotive fleet—rebuilding our existing locomotives and purchasing new ones. This fleet is now one of our greatest assets. We shouldn't have to buy locomotives for three or four years; instead we will concentrate on rehabilitating our existing units.

The Sacramento Locomotive Works can turn out rebuilt locomotives for half the cost of new ones. We feel Sacramento's product is just as good as new—maybe even better. Last year we rebuilt 60 units; this year's plans call for another 80.

The capacity and reliability of our locomotive fleet is very important. As we go through these mini-recessions, we will not jeopardize the integrity of our fleet. When business comes back, locomotives are the first item we'll need. When we stored some locomotives recently, we chose only the newest and most reliable. That way we know when we need more power, it will be available to us.

Q. *What's happened since Intermodal joined the Operating Department?*

A. So far we have concentrated on getting our ramping and deramping costs in line with other railroads. Again, if our product is more expensive than our competitors, we won't get the business.

Q. *Is intermodal the growing area for the railroad?*

A. Absolutely. I think because of the economy—the way it's fluctuated the last couple of years—businesses are very conscious of the size of their inventories. Most are cutting back. That means our customers ship in smaller lots and require quicker delivery. More and more shipments are being handled by either truck or piggyback. If railroads want more business, it's going to involve trailers or containers. Intermodal is growing so fast that we're taking a good look at our capacity at key points, particularly Los Angeles. We're in the process of modifying and improving what was previously an automobile unloading facility at Valla (near City of Industry), so that it can handle container operations and increase our capacity in the Los Angeles area.

Q. *Is this because of additional traffic from the Midwest?*

A. That's certainly a contributing factor. The acquisition and extensive rehabilitation of the Tucumcari to Kansas City portion of the Golden State Route gives us a new, competitive route between the Midwest and Southern California. We've added the Golden Piggyback Express—a direct, expedited service between Chicago and Los Angeles—and we're picking up traffic that wasn't available to us before. We've added expedited trains to and from the Bay Area through the Ogden gateway in conjunction with both the D&RGW and the UP. We're working hard to get these schedules in shape. We also recently established a new expedited service between Los Angeles and the Bay Area to accommodate customers like the United Parcel Service, one of the biggest TOFC shippers.

Q. *What impact does deregulation have on Operations?*

A. It means more competition and increases the urgency for us to become a low-cost reliable producer. Right now, the transportation sector has excess capacity—in other words, there's more supply than demand. It's put pressure on freight rates. Contracts that SP is signing with shippers, besides containing specific service commitments, are at rates that demand an efficient operation if we are to make money. But we aren't scared by this. We are showing that we can get our act together and provide the best product at the most competitive price.

Q. *What's the department's philosophy about train service?*

A. For the type of traffic we've historically handled—basic manifest traffic—reliability was probably more important than speed. But things are changing now. More piggyback business and more truck competition means more emphasis on expedited service. We're seeing shorter trains like the Golden Pig, for instance. Our average train speed over the last two years has increased 30 percent, and this trend will continue. At the same time, we're going to keep improving the manner in which we handle manifest business so that we increase our share of this market segment too.

"I'm very bullish on the rail industry. Escalating energy costs are increasing our advantage by widening the gap between rail and truck efficiency."

Q. *The company is receiving more and more requests to operate commute/passenger service over our lines. What effect would more passenger trains have on our freight business?*

A. In general, they reduce freight capacity and interfere with service to shippers. Because of the railroads' fuel efficiency, the industry's real mission should be to move the nation's intercity freight. Passenger operations aren't cost effective. They disrupt service to shippers and undermine the railroad's ability to provide a good product. With the nation's energy situation the way it is, this is just not the right time to impose passenger service on rail lines.

Q. *Do you see railroads playing a different role in the nation's transportation picture?*

A. We're still going to provide freight transportation. I'm very bullish on the rail industry. I believe that we are right in the middle of a renaissance. Escalating energy costs are increasing our advantage by widening the gap between rail and truck efficiency. It's up to the railroads to capitalize on this. If we provide attractive products, run efficient operations, and think of the future as well as the present, we can expect to recapture a significant share of the intercity freight market. It probably means a little different operating philosophy than we have had in the past. For SP, it means getting more intermodal oriented. We're also going to have to understand markets better and our costs of serving those markets. There's going to be some big business up for grabs. For instance, exports to the Pacific Rim countries really present some opportunities for Southern Pacific to increase its market share.

Q. *You've expressed an interest in communications to employees. What's the message you're trying to get across?*

A. Somehow we have to let employees know that they are the ones who will determine SP's ultimate success and that we know we are far from perfect. We want them to know that we are committed to making improvements to get *their* railroad—and it is *their* raiload just as much as it belongs to the stockholders or officers—in better shape so that they will have a better place to work and, I hope, more enjoyable and satisfying jobs. I hope everyone can see the improvements we are making. Our employees need to know what's going on in the company, why things are done the way they're done, and what's crucial to the company's survival. Our decisions are motivated with one goal in mind: to get Southern Pacific in shape so that 10 years from now we will be a healthy survivor at the top of the rail industry. We need our employees' support. I believe better communications, honest answers, and an understanding of our goals and priorities will generate that support. ☐

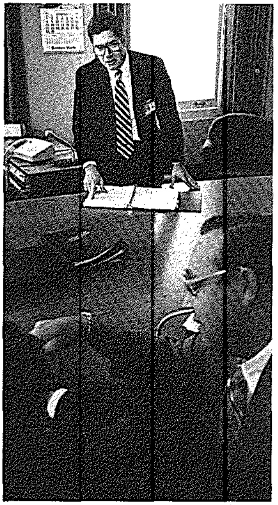


Photo: Mike Blumensaadt

Krebs keeps close tabs on the railroad's operations. Here he discusses the day's activities with Asst. Vice President Bill Hoenig (left, back to camera) and General Manager Charlie Babers (right).

In Case of Fire: Tips for Survival

Whether it's a business trip, meeting, or vacation that brings you to a hotel, it's wise to think about the possibility of a fire. What should you do if one occurs? That's a question every traveler should ask ahead of time. Knowing the answers may save your life.

Prepare:
- Locate fire exits, alarms and extinguishers nearest your room and know how to get to them.
- Know how to turn off your air-conditioner. If operable, practice opening and closing your room window.
- Know where your room key is at all times.

Act:
- If you're **sure** there's a fire, telephone the Fire Department. Then notify the hotel operator.
- In case of fire, touch your guest room door; if hot, **DO NOT** open.
- If you leave your room, **take your room key** and go to the nearest fire exit; stay beneath any smoke that may be in the corridor. **DO NOT** take elevators.
- Generally, fire exit doors lead to stairwells. If possible, go down stairs and out of the building. If you cannot go down and out, use your judgment; consider whether you can get to the roof or go back to your room.

Survive:
- If you return to, or stay in, your room, turn off the air-conditioner. Fill the bathtub. Wet sheets and stuff them completely around the door and anyplace else where smoke can seep in. Open window **only** if you're sure fresh air is available. Call the Fire Department, give them your room number, and explain that you're staying in your room. Stay low if there's smoke in the room. Keep wet cloth over nose and mouth. If door and walls are hot, bail water on them with ice bucket.
- Stay calm. Don't jump.

In Other Circumstances:
- Whenever you're in a public area, observe the location of fire exits. In case of fire or smoke, stay calm. Go to the nearest exit, and stay beneath the level of smoke. ☐

High Technology Means Safety

Since 1955, SPPL's Watson Pump Station at Carson, California has delivered 43.7 billion gallons of fuel.

The Southern Pacific Pipe Lines' Watson Pump Station and tank farm near Los Angeles looks like the set for a futuristic movie. The spires of an adjacent chemical plant share the horizon with 11 five- and six-story white cylinders. Oversized turquoise faucets look like plants in a extra-galactic garden. Amidst the fantasy land are signs of today's work-a-day world.

When you arrive at the facility's entrance, the first thing you see is a blackboard sign reading "Days Without a Lost-Time Injury Accident" with a number that's approaching 10,000. That's 26 years of safe operations.

Since Watson began pumping refined petroleum products in December of 1955, there hasn't been a single citation for noise or pollution either.

Watson is the main petroleum products gathering facility for the Los Angeles basin. Its 10-, 16- and 24-inch pipelines send different kinds of fuel north to the San Fernando Valley, south to San Diego, and as far east as Phoenix. Both Taylor Yard and West Colton receive diesel fuel for SP trains through these lines.

Although Watson pumps over 300 million gallons each month, its total staff is comprised of only 14 individuals.

One of these is Tim Saucedo, now a lead operator after five years with SPPL. Saucedo is responsible for all Watson's activity during his shift. On a typical shift, that could mean overseeing outgoing movement of 3.3 million gallons.

Saucedo opens and closes the manifold valves—the enormous turquoise faucets—to permit movement of product in and out. He also checks product characteristics, including factors like color and specific gravity, at Watson's sampling facility right outside the control room.

The volume of "traffic" is tremendous. All six of Watson's shippers can pump product into tanks at one time. Typically, a tank begins being filled only six hours before the contents are pumped out.

During Saucedo's shift, Operator Bob Ballard is inside the control room. Ballard is known as the "inside man," Saucedo as the "outside man." An inside man needs a good mind for figures and detail to handle Watson's paperwork. He also helps the lead operator with quality and quantity control for outgoing product.

During swing and graveyard shifts, the lead operator and operator are the only human beings at the facility. They do, however, have the canine companionship of Ethyl: the surviving partner of a pair of pipeline pooches. Ethyl is an old dog, with years of pipeline experience, but still alerts operators when strangers appear.

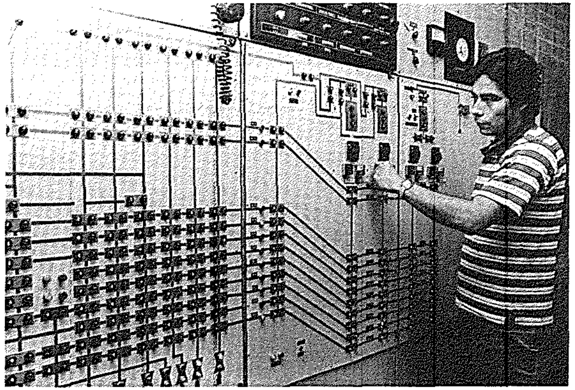
There are always at least two people around to keep Ethyl company, and if an emergency occurred, one of them would detect it immediately. A leak? An operator would note a drop of pressure or increase of flow on their lines and close the whole system down.

SPPL looks to the oil industry for its safety guidelines. Since refined petroleum products are fairly stable and never come into contact with air during normal operations, Watson has a head start on safety.

Nevertheless, Watson people still go "beyond the gate" for a cigarette, in the time-honored custom of the oil industry.

An ultramodern facility, Watson's oversized equipment gives it that otherworld feel. But neither Saucedo nor the other operators have mad scientist regalia. They don't even wear white laboratory coats. Their casual appearance, the dog Ethyl, the "Days Without Lost-Time Injury" sign and the occasional smoker "beyond the gate" remind you that this is a 20th century high technology transportation service, not a colony on another planet in another century. ☐

Neither lost-time injury accidents nor citations for noise or pollution mar this facility's record.


To take delivery from shippers, SPPL Watson Station Lead Operator Tim Saucedo must physically turn the hand wheel of manifold valves, but releasing the contents of some tanks is a matter of turning a dial and pushing a button.

A two-day meeting of the company's key management personnel, followed by a meeting of the Board of Directors, was held last November in Kansas City. As Chairman B. F. Biaggini explained to reporters attending a press conference, it was SP's way of saying

Hello, Kansas City!

From a city with only an off-line sales office to the headquarters of a new, major division bearing its name, Kansas City has, in less than three short years, been vaulted into the forefront of importance by Southern Pacific as a major operations point on one of the nation's oldest rail transportation lines.

Since 1902, Southern Pacific had participated in the Midwest to West Coast rail corridor—the Golden State Route—exchanging traffic with the Rock Island at Tucumcari, New Mexico. Thus, SP's link with Kansas City was only as a connecting carrier.

In 1962, efforts began for Southern Pacific to acquire the portion of the Rock Island serving Kansas City. Eighteen years passed, however, before this objective was achieved, and then only after SP-Rock Island traffic on that line had dwindled from 130,000 cars per year to less than 50,000 in the space of a decade and the Rock Island had ceased to function as an independent, operating railroad.

In March, 1980, Southern Pacific, through its St. Louis Southwestern Railway (Cotton Belt Route) subsidiary, received Interstate Commerce Commission approval to begin service on the route. In October of the same year, SP purchased the 992 miles of former Rock Island railroad running from Tucumcari and Santa Rosa, N.M., to Kansas City and St. Louis.

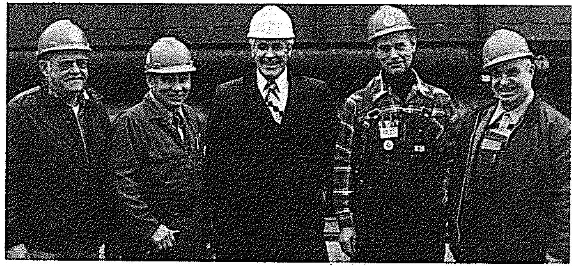
Today, after 14 months and a massive $97 million-plus rebuilding project, the line west of Kansas City to the SP connection at Tucumcari is once again a competitive railroad capable of speeds of 60 to 70 miles per hour.

Much has been accomplished through the efforts of a work force numbering 700 individuals operating the most modern, mechanized track rehabilitation processes available today.

The Southern Pacific is represented in Kansas City not only by the Cotton Belt, but also through Southern Pacific Communications Company which brought its low-cost SPRINT long-distance business and home telephone service to Kansas City in 1979.

But it is the railroad, which provides jobs for 300 area residents (mostly former Rock Island workers), that is the major SP force in Kansas City. There are another 200 spread among the cities of Topeka, Herington and Hutchinson, Kansas.

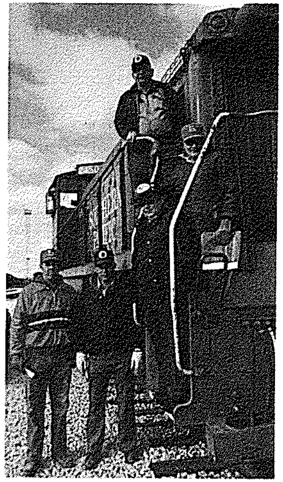
Kansas City ranks among the nation's top three rail centers, and SP-Cotton Belt's presence today has solidified Kansas City's importance in that area. ☐



Kansas City Division Mechanical forces recently completed 200,000 man hours without a lost-time injury. To be congratulated are (left to right): Bryce Jennings, local chairman-firemen and oilers; Louis Vallejo, local chairman-machinists; John Baier, trainmaster-mechanical; Bernard Hollenbeck, local chairman-carmen and Roy Thrutchley, local chairman-electricians.

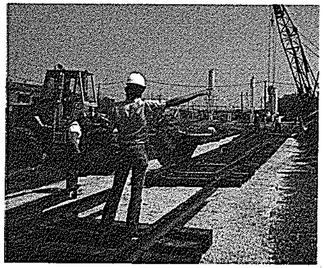
In the tower at Armourdale Yard, Relief Yardmaster J. E. Gallipeau gives directions to a switch crew via radio.

Coming on duty, Yardmaster Gene Hill (left), Agent Bill Rittenhouse and Yardmaster Pat McGuire review the car situation before the end of McGuire's shift.

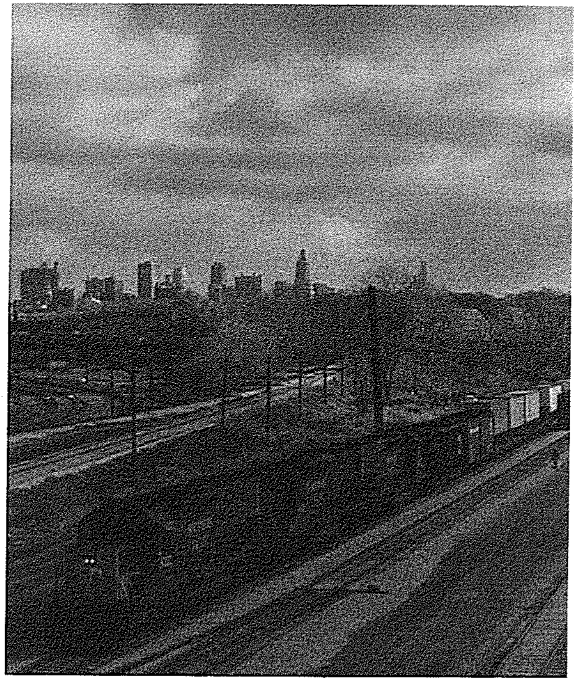


***At Left:** Members of a switch engine crew at Armourdale Yard are (left to right): Switchmen Paul Phillips and Bill Lukinac, Fireman W. J. Cantwell, Switch Foreman C. A. Wiskur and Engineer I. O. Haugen.*

Photography: Jim Johnson



MofW forces re-lay the roundhouse lead track.



A westbound "Golden Piggyback Express" leaves Kansas City behind.

Dist. Sales Mgr. Bob Heidenburg and SP's sales office staff (left to right): Ed Duman, Bill Berry, John Winne, Harry Roberts and Dara Hughes.

The "Golden Pig" keeps this TOFC ramp crew busy. They are (left to right) Senior Asst. Area Manager Dan Romero and Ramp Clerks Les Earp, Dick Farr and Doug Loganbill.

Around the System

Thanks A Million!

In spite of hard times, or perhaps because of them, SP people throughout the system dug deep into their pockets in 1981 and came up with well over $800,000 for the United Way. Most gave through payroll deduction.

The SP corporate gift for 1981 came to about $350,000, bringing the total SP United Way contribution, including the Cotton Belt's, to well over one million dollars.

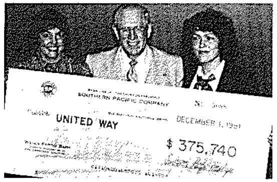
History was made in the San Francisco Bay Area, as SP people there came up with the largest amount ever given at one location: $375,740. "That's more than employees throughout the system gave as late as 1964," comments Don Morgan, Bay Area United Way chairman for 1981 as well as chairman and supervisor of perishable claims in the Freight Claim Department. Morgan allows that inflation influenced the dramatic growth in donations, but "still, 4,380 people giving an average of more than $85 each is a great record." Over 75 percent of all Bay Area employees gave.

History was also made in Lufkin, Texas where 48 people gave almost $4,000, for an average gift of more than $80 each. Last year, Lufkin's total gift was less than $80.

In Kansas City, Brotherhood of Locomotive Engineers members gave 100 percent for the second year in a row. Members of the United Transportation Union-Enginemen also gave 100 percent.

In Los Angeles, SPCC joined the effort for the first time and brought their area's donation to more than $90,000.

And in Houston, where both participation and donation amount were up, the total gift topped $100,000. ☐



Don Morgan, Sylvia Karson, asst. manager, special projects in the SP Land Co., (left) and Nancy Hagan, asst. office manager, Exec. Dept. (right), worked on the most successful SP United Way campaign ever.

Bulletin Board

D. Harold Fitch, sales representative in Shreveport, Louisiana, has been elected a director of the Traffic and Transportation Club of West Monroe and Monroe, Louisiana.

Alan C. Furth, president of Southern Pacific Co., has been appointed deputy chairman of the board of the Federal Reserve Bank of San Francisco for 1982.

D. H. Wiles, senior sales representative at North Little Rock, Arkansas, has been serving as director of the Central Arkansas Transportation Club.

Edward L. Quicksall, a locomotive engineer on the San Antonio Division, has been selected for inclusion in the 1981 edition of *Outstanding Young Men of America,* an annual awards publication endorsed by the Junior Chamber of Commerce. He was selected for his "outstanding civic and professional contributions." ☐

Retiree's Commendation

*PMT Driver **Juan Lopez** (left) was presented with a letter of commendation from San Francisco's Board of Supervisors for his "unfailing courtesy and true regard for the merchants of San Francisco" when he retired in November. Lee Dolson (right), a member of the Board of Supervisors, made the presentation outside City Hall. Lopez retired with 30 years of service and also received an award recognizing his 26 years of safe driving.* ☐

Walnuts Arrive in Europe Via Mini-Bridge Route

Last fall, SP trains moved more than 10,000 tons of California walnuts to ports on the Gulf of Mexico where they were shipped to Europe for the holiday baking season.

The walnuts, harvested from the orchards of nearly 3,000 Central California growers, were loaded into containers capable of holding 20 tons. The containers were placed on flatcars and transported by rail to the ports of Houston and Galveston, Texas, where they were shipped to Sweden, Denmark, Norway, Finland, Holland, Belgium, Germany, France, United Kingdom, Italy, Switzerland and Austria.

This is the third consecutive year SP has moved walnuts in "mini-bridge" intermodal service. ☐

How to Succeed in Business? JA Advisers Help Show the Way.

Employees who participate as advisers in Junior Achievement have the exciting and challenging opportunity to work with high school students as they experience the ins and outs of the American business system.

Under the nationwide Junior Achievement program, 12 to 15 high school students form a miniature "corporation," raise capital by selling shares of stock, manufacture and market a product, and liquidate at the end of a set period (usually a school semester), hopefully returning a profit to their shareholders. In the process they gain a first-hand knowledge of how America's business system operates.

This is SP's 33rd year of participation in the Junior Achievement program. Now that the holidays are over, new JA groups will be starting up for the spring semester. Any SP employee who is interested in serving in this excellent extracurricular program as an adult adviser, should contact L. E. Hoyt, executive vice president-corporate relations, in the General Office. ☐

SP Service Commended

J. M. Roberts, Phillips Petroleum Company's Director of Chemical Products Distribution, recently sent some kind words to Vice President Sales Bob Wynkoop.

"I have just received our third quarter 1981 Service Performance Evaluation Report," Roberts wrote, "and was very pleased to see Southern Pacific in first place for all categories. Congratulations are in order for you and all of the Southern Pacific people that made this accomplishment possible."

Phillips originates carloadings at Echo and Houston, Texas which move throughout the SP system. ☐

Visitors at Englewood

Nine visitors from the Japanese National Railway System recently took a tour of Houston's Englewood Yard. They are shown here at the crest tower with John Curry (foreground), a local volunteer with The Experiment in International Living, the cultural exchange program that organized the visit. Some of the Japanese railway workers were guests of SP employees during their stay in Houston. ☐

New DOT Haz Mat Placards

Of the 1.1 million carloads of hazardous material moved by rail in 1980, only 173 released some of their contents during an accident. That's less than two-hundredths of one percent.

Effective January 1, the Department of Transportation (DOT) has mandated shippers and carriers (railroads, trucks, barges, etc.) to identify potentially hazardous cargo through a new system of placards.

Materials classified as dangerous by the DOT are as necessary to our daily lives as pure water, fuel, plastics, paint, paper and synthetic fabrics. Some of these products are themselves hazardous, such as gasoline, while others are used to produce nonhazardous products such as paper or pure water.

Hazardous materials are an important part of SP business. In 1980, they accounted for approximately 5.5% of all carloads handled and approximately 7% of railroad revenue.

The DOT system consists of two prominently displayed numbers. There is a four-digit identification number which refers to emergency response procedures standardized under 55 headings in the DOT's emergency guidebook. There is also a one-digit number showing into which of eight categories (gas, corrosive, flammable and so on) hazardous materials fall. Some shippers have been applying the numbers to their rail cars for the past several months.

The new DOT placards are discussed in an illustrated timetable supplement recently distributed to Operating personnel.

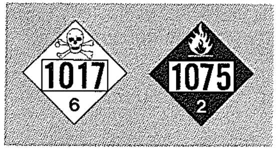
For years, SP train crews have carried shipping papers, usually waybills, which name hazardous materials transported in rail cars. SP cabooses have carried a 700-page red book published by the Association of American Railroads' (AAR) Bureau of Explosives which is entitled *Emergency Handling of Hazardous Materials in Surface Transportation.*

Listed in alphabetical order, the AAR reference text contains specific emergency response data for thousands of hazardous materials. In a hazardous materials emergency, specific data about the commodity is required for the best response to be made.

The AAR's detailed emergency information is routinely included in the Train Mass Profile Graph provided to both the conductor and engineer of SP freight trains. The "Hazardous Commodity" section of the print-out gives all the specific response data for any hazardous material in any given train as well as its location in the consist.

If an accident occurs, trainmen should provide the information in the Train Mass Profile Graph to responding firefighters to help match response data with the car involved.

No transportation mode has proved itself as able as the railroad to handle hazardous materials well. Railroads produce 70% of hazardous material (excluding petroleum) ton miles, but only 8% of hazardous material spills. ☐



Hazardous materials are identified with DOT placards like these. The skull and crossbones signals poison; the flame may indicate combustible or flammable materials. The number 6 is the code for poison, the number 2 for gasses. The DOT number 1017 stands for chlorine, 1075 for LPG, liquified propane gas.

Tax Increase This Month For Railroad Retirement

The Tier I railroad retirement tax increases slightly this month (from 6.65% to 6.70%), and the maximum amount of compensation subject to this tax increases from $2,475 a month to $2,700.

The 2% Tier II tax that employees began paying in October remains the same, but will apply to earnings up to $2,025 (the previous maximum was $1,850).

The maximum monthly regular retirement tax on railroaders' earnings increases from $201.59 to $221.40—an increase of $19.81—for those employees earning $2,700 or more a month. ☐

Volunteer firefighters protect lives and property throughout the U.S.A. Meet three SP people who are outstanding representatives of this effort.

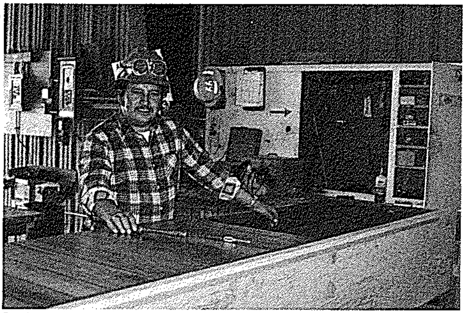


Photo: Clyde Dodgen

Joe Meza

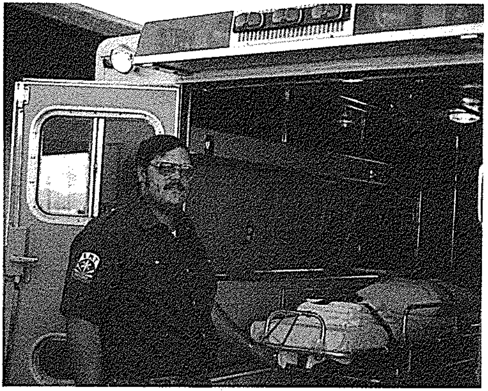


Photo: Jay Dagley

Larry Collins

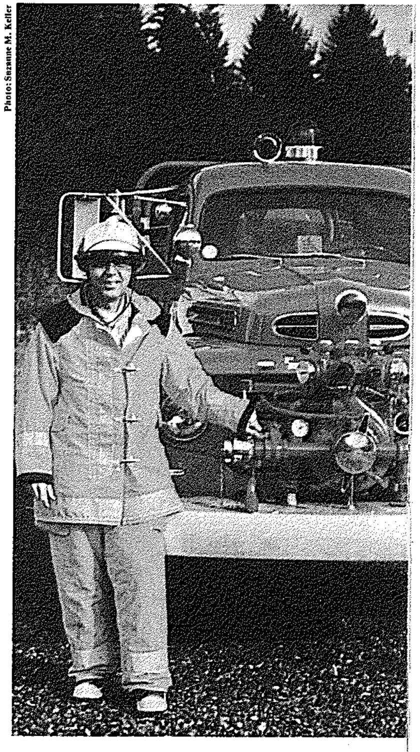


Photo: Suzanne M. Keller

Joe Meza Masters the Elements

At West Colton, Joe Meza works with water, wood and sand, building bridges, making cabinets or even "fueling" locomotives with sand for wheel slip and brake applications. As a cement finisher in the Building and Bridges Department, he turns elements of nature into something a railroad can use.

When he leaves work and heads home for Beaumont, Calif., he's prepared to battle yet another element of nature: fire.

Two years ago, Meza joined the volunteer fire department at Beaumont. Since that time, he's been called to the scene of forest fires, cardiac arrests, traffic collisions and even a trestle fire at Fingal siding off our main line near Colton. He's fought fires, taken people to emergency rooms and revived the heart beat of one accident victim.

His routine duties include volunteer shifts at the fire station, driving the rescue truck, learning all he can about emergency procedures and being on call at all hours (he keeps a pager in his home).

Meza finds his volunteer work satisfying, and the other volunteers are equally satisfied with his work. In 1980, when he had been on the force only a matter of months, they elected him the outstanding firefighter of the year.

Although he's only 33, Meza has worked for the railroad for 15 years. For 13 years, he has lived in Beaumont, which he calls "a nice quiet town." The town's made up of old people and young families, including Meza's wife and four children, and they all look to Beaumont's volunteer fire department for action in an emergency. ☐

Larry Collins Comes to the Rescue

At 70 mph and with a semitrailer truck right behind, the motorcycle carrying a young French Canadian couple skidded on the interstate highway near Bowie, Ariz.

The husband and wife were wearing helmets, and according to SP's Larry Collins, the helmets probably saved their lives. Even though the helmets shattered into a hundred pieces, they did not disintegrate. For people who had been hit by a truck, the young Canadians escaped with relatively minor injuries: lacerations, contusions and fractured ribs. They were out of the hospital in only a few weeks.

Collins was one of the people who came to their rescue the day of the accident. It was his first emergency call with the Chiricahua Ambulance Service, and he says he will always remember how the young husband, in an anxious daze, wandered around the highway, refusing treatment and asking about his wife in French.

When Collins moved to Bowie two years ago, he joined the volunteer fire department to make a contribution to his new home town. That was just a beginning.

Less than six months later, he had completed a course in CPR. At the end of his first year, he was an EMTA—emergency medical technician-ambulance. By last September, he had completed an instructor course in first aid, sponsored by SP, and earned his state certification for ambulance service.

In September, he began devoting 36 hours every weekend to on-call shifts with the Chiricahua Ambulance Service, out of Willcox, Ariz. Chiricahua has only two emergency vehicles, but it serves an area of approximately 5,000 square miles.

When Collins isn't volunteering to put out fires or rescue people, he's an inspector and repair foreman for the Maintenance of Way Department. He regularly inspects SP track from Lordsburg, New Mexico to Cochise, Ariz. ☐

Bob Bernardi Braves Fire and Wind

During last November's disastrous wind storm, which caused millions of dollars worth of damage in Oregon, Bob Bernardi and his fellow volunteer firefighters worked for 26 hours straight. They cut trees that blocked roadways, helped power and telephone company crews and took generators to individual homes to power home freezers on a periodic basis. Some homes were without electricity for more than a week.

Bernardi is a line dispatcher for PMT at Portland. He is also chief of the Chapman, Ore. Volunteer Fire Department, an elected position he has held for the past four years.

The Chapman Fire District covers eight square miles and includes 400 dwellings and a population of 650 people. Twenty-one volunteers operate a pumper, a brush tanker, a rescue unit and a supply van in emergencies. They are alerted to duty through a fire-phone system that provides a steady ring at their home and business phones when triggered by central dispatching. If the phone is in use, it emits a beeping sound.

In addition to his duties as fire chief, Bernardi is also in charge of the firefighter training committee for Columbia County, which contains seven other fire districts. In this capacity, he conducts "burn to learn" and "oil-and-gas-fire" schools. He has taken fire suppression courses at Portland Community College.

Bernardi's wife, Caroline, is one of four women volunteers. They have three children. Bernardi has worked for PMT for 22 years.

—George Kraus

Low Cost Life Insurance Available to Employees from New Subsidiary

Members of the SP family will soon have an opportunity to purchase low cost permanent life insurance through a special program developed for employees by our newest company, Ticor Life Insurance Company. This new plan permits the purchase of permanent cash value life insurance with nonreducing protection. The program will be available for spouses and dependents at equally favorable rates. This insurance will be offered as an optional benefit and will have no effect on any existing benefit program or the company's term life insurance.

Value Added Life—an innovative, low cost insurance plan which has cash values always equal to the premiums the policyholder pays—will be offered to SP employees throughout the system in a series of direct-mail campaigns. Each company will have an enrollment period during the first half of 1982. Policies will be issued by mail and the premium will be deducted from each paycheck.

A *Value Added Life* policy is like a savings account combined with life insurance protection. Each premium dollar paid into the policy increases the guaranteed cash value by a dollar. Instead of interest, the policyholder receives the full protection of permanent life insurance.

The attractive features of the *Value Added Life* policy are:

- **Instant Cash Value.** Cash values are guaranteed and are always equal to the premiums paid.
- **Money Back Anytime.** Policyholders may borrow the cash value of their policies while retaining their insurance protection. For example, the accumulated cash value of a $30-per-month-plan is $360 after one year; $1,800 after 5 years; $3,600 after 10 years.
- **Permanent Life Insurance.** Lifetime protection is assured as long as timely premiums are paid. Premiums do not increase with age and the insurance does not terminate if an employee leaves the company.
- **No Physicals to Take.** Most applicants qualify for the basic plan. Special coverage is available for employees or spouses with a serious health problem. Those qualifying for the special plan will be sent the certificate/policy on an approval basis.
- **Payroll Deduction.** The low monthly premium is paid by payroll deduction. However, employees who leave the company will retain their insurance and premiums will be billed directly by the Ticor Life Insurance Company at the same rate.
- **Borrowing at Favorable Rates.** Cash value loans are available at an attractive 8% interest rate.
- **Paid Up at Age 70.** No premiums are payable after age 70. For those over age 55 when applying, premiums are payable for 15 years.
- **Spouses and Dependents.** *Value Added Life* is available to cover spouses and dependents at the same favorable rates.
- **Low Cost Protection.** Premiums are low because there are no sales commissions, payroll deductions are automated, and the simplified application reduces underwriting expense.

Additional information and application forms will be mailed directly to employees' homes in the near future.

Ticor Life Insurance Company, formed in 1981 to expand the range of Ticor's financial services, is developing a variety of competitive life products. ☐

Management Moves

McLean Heads Up New Strategic Planning Group

Robert J. McLean has been appointed executive vice president-planning and finance, with responsibility for SP's financial and strategic planning activities. McLean had been executive vice president-finance since 1976.

McLean will be assisted by **Jerome I. Steinman**, who was recently named assistant to vice president. Steinman was most recently associated with SRI as a senior management consultant.

McLean joined Southern Pacific's Law Department in New York in 1947 and was transferred to San Francisco in 1959 as general attorney, with primary responsibility in the field of corporate finance. He was named vice president and treasurer in 1968.

A native of Newark, N.J., McLean graduated from Columbia College in 1942 and received his law degree from Columbia in 1947. He also has attended the Harvard Business School's Advanced Management Program.

McLean

Steinman

Steinman, a native of New York, received his doctorate degree in business in 1974 from the University of California in Berkeley. Prior to joining SRI, he was associated with the Douglas Aircraft Co., Lockheed Missiles and Space Co., and Washington University, where he was an assistant professor in the School of Business. ☐

New Vice President For Bravo Oil Company

Berger

Southern Pacific Land Company has named **Richard Berger** to the newly created position of vice president and general manager of Bravo Oil Co., an SP subsidiary.

Berger will oversee the increased operations of Bravo Oil, signalling SP's new emphasis in the exploration and production of oil and gas. Bravo Oil has previously operated primarily as a lessor of SP land.

Berger, a Los Angeles native, was formerly West Coast division exploration manager with the Argo Petroleum Corp., Ventura, Calif. Berger joined that firm as a field geologist in 1972. He holds a geology degree from California State University at Northridge. ☐

Appointments, Retirements, In Memoriam

Appointments

ENGINEERING DEPARTMENT: At San Francisco: **G. D. Wilson** *to engineer of signals.*

EXECUTIVE DEPARTMENT: At San Francisco: **Julie A. Fouts** *to supervisor of insurance.*

LAW DEPARTMENT: At El Paso: **G. M. Cervantes** *to asst. district claims agent;* at San Antonio: **S. C. Smith** *to district claims agent.*

MECHANICAL DEPARTMENT: At San Francisco: **S. M. Alston** *to assistant to regional managers;* **Ms. J. D. Bilotti** *to asst. manager-car production and control;* at Houston: **C. R. Daniels** *to general foreman;* **A. T. Macejewski** *to plant manager;* at Pine Bluff: **R. D. Price** *to manager quality control;* at Roseville: **R. C. Posehn** *to asst. plant manager RAMAC.*

The PMT System: At Burlingame: **Ms. B. L. Lewis** *to manager pricing;* **R. J. O'Leary** *to assistant to chairman of the board;* **T. W. Stroud** *to assistant to vice president sales and traffic.*

TRAFFIC DEPARTMENT:

Marketing: **E. W. Anderson** *to southwest service manager;* **W. L. Bourque** *to assistant general manager, intermodal business planning;* **C. M. Chin** *to analyst, intermodal economics;* **Ms. V. S. Henry** *to assistant product manager;* **Ms. C. E. Holcomb** *to manager, intermodal market research;* **Mrs. M. P. Joyce** *to senior analyst-TDS;* **D. K. Kanagaki** *to asst. manager, market development-metals and ores;* **A. J. Kielty** *to senior service manager;* **Ms. M. King** *to manager, market development-metals and ores;* **N. R. Kirsch** *to general manager, intermodal business planning;* **W. J. McDaniel** *to product manager-open equipment;* **T. R. Miller** *to manager, intermodal economics;* **T. W. Rolland** *to manager, market development-bulk services;* **T. A. Stuckey** *to asst. manager, intermodal asset planning;* **F. R. Talley** *to asst. product manager;* **C. J. Wilcomb** *to asst. manager, market development-imports/implements;* **R. G. Yates** *to manager, intermodal asset planning;* **M. W. Zuercher** *to product manager-bulk services.*

Pricing: At San Francisco: **B. K. Avery** *to pricing manager, intermodal;* **A. K. Tooke** *to pricing manager, transcontinental;* at Burlingame: **E. H. Watkins** *to pricing coordinator;* at Houston: **E. A. Sanders, Jr.,** *to administrative assistant-pricing.*

Sales: At Anaheim: **R. L. Lamont** *to sales representative;* at City of Industry: **F. E. Fontana, III,** *to sales representative;* at Colton: **C. H. McCarrell** *to senior sales representative;* at Oakland: **J. T. Maxwell** *to senior sales representative;* **K. F. Mero** *to sales representative:* **E. T. Rehnberg** *to senior sales analyst.*

TREASURY: At San Francisco: **Mrs. M. A. Hopstock** *to Corporate Cash Manager.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: **R. A. Bardwell,** *engineer of tests-Mechanical;* **C. Gilbert,** *clerk;* **F. M. King,** *staff auditor;* **J. E. Perry,** *head clerk;* **P. C. Praszynski,** *assistant engineer;* **L. G. Rinaldi,** *labor relations officer;* **S. L. M. Serrahan,** *secretary to assistant vice president-MofW and Engineering;* **J. G. Shea,** *vice president-public relations.*

HOUSTON DIVISION AND REPAIR PLANTS: **L. R. Anglin,** *switchman;* **M. A. Barbier,** *head accounting clerk;* **G. L. Boudreaux,** *machine operator;* **J. H. Denson,** *laborer;* **E. P. Flores,** *clerk;* **C. L. Furgerson,** *machine operator;* **G. Majefski,** *B&B foreman;* **W. T. Peterson,** *brakeman;* **J. R. Thompson,** *sheetmetal worker;* **R. Van Bibber,** *carpenter.*

LAFAYETTE DIVISION: **P. Cain,** *train dispatcher;* **E. R. Cormier** and **G. Gonzales,** *conductors;* **L. L. Goodman,** *assistant foreman;* **E. F. Hale,** *train dispatcher;* **H. M. Harmon,** *conductor;* **J. C. Huval,** *carman welder;* **J. R. Kotz,** *locomotive engineer.*

LOS ANGELES DIVISION AND REPAIR PLANTS: **L. Alonso,** *carpenter;* **M. B. Alvarado,** *sheet metal worker;* **D. R. Askey,** *carman;* **J. Ausenick** and **H. E. Baker,** *switchmen;* **E. Castaneda,** *fuel oil attendant;* **C. W. Clausell,** *laborer;* **C. B. Craig,** *car foreman;* **D. M. Duran,** *carman;* **C. W. Fliegel,** *brakeman;* **F. V. Garcia,** *laborer;* **G. M. Gutierrez,** *crane operator;* **H. Howard,** *claims inspector;* **R. A. Jaime,** *machine operator;* **E. D. Leseney,** *brakeman;* **S. H. Mack,** *foreman;* **J. R. Martinez** and **A. M. Payne,** *clerks;* **W. Paci,** *lead car inspector;* **L. H. Pollock,** *train clerk;* **J. G. Quezada,** *signalman;* **J. C. Rivera,** *motor truck operator;* **A. J. Sauns,** *train clerk;* **T. H. Santo,** *clerk;* **W. W. Somerville,** *switchman;* **K. A. Stockwell** and **J. A. Walker,** *conductors;* **R. G. Vandenbrook,** *head traffic service clerk;* **J. H. Wild,** *chief clerk;* **S. A. Williams,** *truck driver;* **R. E. Yahn,** *switchman.*

OREGON DIVISION: **W. M. Birran,** *conductor;* **W. A. Brandner,** *machinist;* **R. H. Glabrecht,** *clerk;* **W. G. Knudson,** *chief clerk;* **C. O. Lovely,** *conductor;* **W. N. Olsen,** *rate & div. clerk;* **P. E. Nebelung** and **J. J. Robinson,** *locomotive engineers;* **J. H. Rodgers,** *switchman;* **J. A. Strom,** *sheet metal worker;* **M. Wells,** *car inspector;* **J. J. Younger,** *electrician.*

SACRAMENTO DIVISION AND REPAIR PLANTS: **R. E. Burt,** *locomotive engineer;* **J. Cathirell,** *porter;* **L. W. Ewing,** *carpenter;* **L. G. Felt,** *machnist foreman;* **I. G. Garcia,** *laborer;* **V. S. Gordon,** *crew dispatcher;* **W. E. Helwick,** *carman welder;* **S. B. Howland,** *car inspector;* **J. D. Isebell,** *mechanic;* **A. Malone,** *lift truck operator;* **E. L. Motsinger** and **E. F. Ogden,** *conductors;* **J. G. Puliz,** *machinist;* **A. Riddle,** *crane engineer;* **J. A. Riis,** *E&M coordinator-Engineering;* **V. Riolo,** *welder;* **R. B. Varley,** *electrician;* **C. L. Swearingen** and **C. A. Williams,** *laborers.*

SAN ANTONIO DIVISION: **L. D. Cowan,** *signal maintainer;* **E. L. Franco,** *telegrapher-clerk;* **E. Hobbs,** *engine foreman;* **E. A. Johnson,** *clerk;* **W. L. Lindley,** *locomotive engineer;* **W. B. Little,** *conductor;* **H. O. Luersen,** *electrician;* **W. E. Murrell,** *telegrapher-clerk;* **V. S. Stewart,** *truck driver;* **C. A. Withers,** *brakeman.*

SAN JOAQUIN DIVISION: **C. D. Alvis,** *assistant chief clerk;* **L. O. Blunt,** *engine foreman;* **M. F. Danko,** *assistant chief clerk;* **A. B. Escamilla,** *laborer;* **R. J. Fieldgrove,** *crew dispatcher;* **E. Papi,** *chief clerk;* **E. H. Troy,** *switchman;* **M. Valdez,** *truck driver.*

TUCSON DIVISION: **R. H. Frye,** *engine foreman;* **J. S. Golden,** *conductor;* **E. R. Stevens,** *pitman;* **J. A. Vasquez,** *laborer;* **S. M. White,** *yard clerk.*

WESTERN DIVISION: **D. R. Anderson,** *assistant terminal superintendent-San Jose;* **J. F. Bays,** *terminal superintendent;* **E. T. Bicknell,** *wire chief;* **G. O. Buffington,** *locomotive engineer;* **J. L. Finley,** *car inspector;* **D. B. Kelly,** *brakeman;* **L. M. Knoll,** *switchman;* **M. O. Langworthy,** *locomotive engineer;* **R. E. Medley,** *yardmaster;* **W. A. Newman,** *head claims adjuster;* **C. N. Petersen,** *locomotive engineer;* **W. Pino,** *car inspector;* **R. M. Pringle,** *coach cleaner;* **R. Richardson,** *truck operator;* **F. Rose,** *M&B handler;* **F. F. Spaulding,** *conductor;* **A. H. Sutton,** *switchman;* **T. E. Trevino,** *fuel oil attendant;* **C Thompson** and **E. G. Welter,** *locomotive engineers;* **L. O. Walker,** *machinist.*

COTTON BELT: *Pine Bluff Division:* **J. D. Dupree** and **W. R. T. Hughes,** *locomotive engineers;* **J. W. Hall,** *carman;* **C. E. Jackson,** *sheet metal worker;* **J. E. Steward,** *laborer;* **R. E. Stinson,** *clerk;* **R. D. Studdard** and **T. U. Thornton,** *brakemen;* **G. L. Taylor,** *chief clerk;* **G. Williams,** *carman;* **J. C. Williams,** *tractor operator;* **W. D. Womack,** *clerk. Kansas City Division:* **T. F. Denk,** *carman;* **C. W. Finch,** *clerk;* **O. M. Howell,** *brakeman;* **C. H. Spradlin,** *agent;* **J. W. Youngblood,** *assistant superintendent communications.*

PACIFIC MOTOR TRUCKING CO.: **S. F. Albro,** *foreman, New Orleans;* **S. A. Keasler,** *assistant to shop superintendent, Texarkana;* **W. A. King,** *system analyst, Dallas;* **J. F. Thomas,** *terminal manager, Camden.*

Deaths

GENERAL OFFICE, SAN FRANCISCO: **D. K. Harrington,** *equipment installer.* Pensioners: **M. R. Dixon,** *stenographer;* **H. S. Hale,** *clerk;* **E. J. Howard,** *assistant to manager-Payroll & Miscellaneous Services;* **W. V. Norton,** *assistant general claims agent;* **W. I. Powell,** *clerk.*

HOUSTON DIVISION AND REPAIR PLANTS: Pensioners: **J. E. Elliott** and **C. F. Hyde,** *clerks;* **W. J. McDonald,** *assistant to general storekeeper-P&S;* **J. A. Mejia,** *laborer;* **E. H. Radack,** *locomotive engineer;* **A. B. Stone,** *signal repairman.*

LAFAYETTE DIVISION: Pensioners: **L. Andrews,** *carman;* **P. Dugas,** *car repair helper;* **T. M. Murtagh,** *conductor.*

LOS ANGELES DIVISION AND REPAIR PLANTS: **O. J. Ray,** *electrician.* Pensioners: **D. U. Alvarez,** *trucker;* **G. L. Crawford,** *conductor;* **D. S. Epple,** *sheetmetal worker;* **J. Disarufino** and **H. W. Lange,** *machinists;* **A. B. Leonard,** *yard helper;* **S. L. Mitcham,** *fireman;* **J. E. Owens,** *locomotive engineer;* **E. Ray,** *janitor;* **E. Perez,** *laborer;* **C. Q. Rodriguez,** *welder;* **F. C. Rogers,** *conductor;* **G. L. Sanders,** *brakeman;* **R. J. Singleton** and **R. M. Smith,** *locomotive engineers;* **W. F. Silvers,** *fireman;* **D. C. Taylor,** *waiter;* **L. G. Walt,** *conductor;* **A. G. York,** *clerk.*

OREGON DIVISION: **S. E. Flores,** *track laborer;* **E. L. Forbis,** *freight agent.* Pensioners: **W. M. Conklin,** *conductor;* **M. L. Bradway, J. J. Dompier, R. H. Elmer** and **E. F. Fritts,** *locomotive engineers;* **R. K. Horsley,** *conductor;* **W. N. Johnson,** *carman;* **M. Magallanes,** *laborer;* **L. W. Miller** and **C. A. Nelson,** *machinists;* **W. M. Rice,** *laborer;* **W. O. Wilson,** *welder.*

SACRAMENTO DIVISION AND REPAIR PLANTS: Pensioners: **D. Burton,** *carman;* **M. G. Espinoza,** *crossing watchman;* **S. P. Geegan,** *brakeman;* **C. E. Johnson,** *pattern loft attendant;* **J. Johnson,** *carman;* **A. D. Lane** and **R. H. Moritz,** *conductors;* **R. E. Matson,** *pipefitter;* **J. W. Morton** and **J. E. Northey,** *locomotive engineers;* **J. L. Newby,** *grinder operator;* **L. O. Nicholas,** *signal maintainer;* **J. E. Rockenbaugh,** *section stockman;* **F. J. Sauze,** *locomotive engineer;* **H. Sherman,** *switchman;* **J. J. Stassi,** *carman;* **A. R. Sturgill,** *driller;* **A. R. VanVoltinburg,** *engine crew dispatcher.*

SAN ANTONIO DIVISION: Pensioners: **S. A. Cave,** *clerk;* **A. L. Michna,** *conductor;* **L. D. O'Leary,** *foreman;* **C. O. Reed,** *locomotive engineer;* **S. Vasquez,** *laborer.*

SAN JOAQUIN DIVISION: Pensioners: **E. A. Carlson,** *car inspector;* **B. G. Sarkisian,** *clerk.*

TUCSON DIVISION: Pensioners: **H. E. Dobson,** *car inspector;* **C. K. Fahey,** *locomotive engineer;* **J. Gardea,** *machinist;* **C. H. Horton,** *clerk;* **H. Moore,** *assistant district freight and passenger agent-Phoenix;* **E. Payan** and **E. Perez,** *carmen;* **L. J. Rankin,** *physiotherapist;* **L. J. Raymond,** *foreman;* **G. M. Torres,** *laborer.*

WESTERN DIVISION: **H. W. McDaid,** *passenger carman;* **M. V. Rojas,** *track laborer.* Pensioners: **W. H. Boylan,** *yardmaster;* **J. Campbell** and **W. Dulgar,** *foremen;* **J. A. Fryer,** *electrician;* **E. W. Guest,** *clerk;* **W. T. Haberly,** *assistant stationmaster;* **S. J. Jelichich,** *foreman;* **C. A. Joost,** *locomotive engineer;* **W. M. McBride,** *clerk;* **C. E. McManus,** *brakeman;* **A. C. Monroe,** *switch tender;* **J. C. Petersen,** *foreman;* **C. D. Price,** *locomotive fireman;* **B. Reynoso,** *laborer;* **A. J. Sheerin,** *foreman;* **H. A. Stahl,** *conductor;* **G. A. Thomas,** *district traffic representative-Salinas;* **E. Trautman,** *locomotive engineer;* **W. L. Widrin,** *machinist.*

OTHERS: Pensioners: **T. R. Ham,** *conductor* and **J. S. Matthews,** *locomotive engineer, both with Cotton Belt;* **W. R Fread,** *assistant superintendent, LAUPT;* **R. R. Simmons,** *chief clerk, Pittsburgh.*

Charity Run Benefits Kids

In San Francisco last December, 53 SP people joined over one thousand other runners, many representing other Bay Area companies, in the Second Annual Christmas Carol Charity Run.

The 10-kilometer run ending near the General Office raised $25,000 for the San Francisco Firefighters' Toy Program. ☐

Picnics Celebrate Safety

A round of picnics for railroad employees and their families was SP's way of saying "thanks" for continued work in building a good safety record on the Tucson Division.

More than 3,400 employees and their family members attended the Family Safety Picnics held last fall at Tucson, El Paso, Phoenix and Tucumcari.

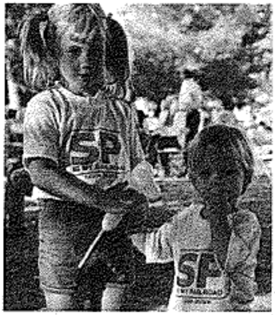
Live bands, softball, volleyball, sack races and clowns for the kids were among the many attractions at the afternoon get-togethers in four of the division's major cities.

Division officers dished out mountains of hot food, and each member of the employee's family got a free SP T-shirt.

"We wanted to thank our employees for keeping a good safety record, and encourage them to improve that record even more," said S. F. Abeyta, Tucson Division safety officer. "And we felt it was very important to make families aware of the need for careful safety habits on the job." ☐

Two-year-old Wendy is the daughter of El Paso's Regional MofW Mgr. Thomas Hyatt and his wife Candy.

Daniel Bonn, asst. engineer at El Paso, clowned around with this group of employee's children at El Paso.



These two youngsters at Tucson posed with their new "SP is my Railroad" T-shirts.

Cooks and servers in Tucumcari were (left to right): Thomas Hyatt, regional MofW manager, El Paso; Richard Ross, asst. supt.-mechanical, Tucson; William Tanner, asst. supt.; James Davis, road foreman of engines; and Martin Svatek, regional training officer-MofW, all of El Paso.

Supt. John Tierney hands out tickets to employees and family members who attended the picnic at Phoenix.

Photographs: S. F. Abeyta

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